

“Impressed seamen from Salem. From the Salem Gazette of March 30, 1813. [and] April 2, 1813.

“IMPRESSED SEAMEN FROM SALEM.”

FROM THE SALEM GAZETTE OF MARCH 30, 1813.

970

THE men who are interested in preventing the return of peace to our bleeding country, are endeavoring to keep up the sinking credit of the Administration by trying to deceive the public on the subject of IMPRESSMENTS, which is now made the cause of the war. But we have seen no attempt so likely to impose upon people not acquainted with the facts, as a late statement in the *Register*, pretended to be a list of “*Impressed Seamen from SALEM.*” The *Register* of the 20th and 24th inst. gives twenty-five *names* (and, as will be seen, very few other particulars) of persons alledged to be impressed from this town. We have obtained from authentic sources the following history of these men, and have placed it by the side of the Register account. From this plain statement of facts, the public will be able to form a proper judgment of all the *pretended* cases of impressments which appear in that paper. All comment is needless.

Register Account. The Facts.

No. 1. *Henry Bussum*, killed on board an English man of war, fighting with a nation in amity with this country. No. 1. *Henry Bussum* was in the brig Essex, Capt. Green, belonging to William Orne, Esq. in the year 1790: ran away from her at Falmouth, England, and shipped on Board a British man of war. We have not heard of him since.

No. 2. *Daniel Bacon*, taken out of the ship Alexander, six or seven years ago, still absent, his fate unknown. No. 2. *Daniel Bacon* was reported by the Committee of the House of Representatives as an *impressed* man; but we have a letter of his in our possession, dated Jan. 8, 1810, in which, though he mentions being on board of a British man of war, *he says nothing of his having been impressed*, and does not express any discontent at his situation, nor request his friends to take measures to obtain his release.

No. 3. *John Conaway*, and *Sam'l Conaway*, impressed a number of years since, never returned; only sons of the widow Conaway. No. 3. *John Conway* and *Samuel Conway*.—Samuel Conway applied to a gentleman of this town, about the first of June last, at Para in South America, for a passage home in his vessel. He expressed no anxiety to come home, but wanted employment: went in said

vessel to Cayenne; there shipped on board of an *English* merchantman for Barbadoes. He informed that gentleman, he had been employed in the *British* merchant service; *said nothing about his ever having been impressed*. Mrs. Conaway (the wife of *Samuel*) says she has understood that *John* was impressed, whether by the *French* or *British*, she does not know. She also says, *she never knew that her husband had been impressed*. On seeing the statement in the Register, the other day, she supposed some further news had been received from him, but she has not learnt any.

No. 4. *John Bishop*, impressed from a vessel on the Grand Bank, escaped. No. 4. *John Bishop* was taken out of a fisherman, and carried to Halifax, where he was immediately *released*; was absent from four to six weeks; had no protection when impressed.

No. 5. *George Friend*, impressed a number of years since, and never heard of since. No. 5. *George Friend*, an *Englishman*, was with others put on board of a brig belonging to Samuel Gray, (Peart, master) from a British man of war which captured said brig. Capt. Peart, assisted by some of the English sailors, Friend in particular, retook his vessel, and brought her into Salem. After laboring here two or three years at the wharves, Friend, for *certain* reasons, left this town, and went to New-York. We have just been informed, that *he has recently been in Salem*, and that he is now in one of our public armed vessels; we cannot learn that he was impressed.

No. 6. *Samuel Larrabee*, twice impressed, detained three years, and escaped. No. 6. *Samuel Larrabee*, one of the men impressed from the *Cynthia*, as reported by the Committee of the House of Representatives; released, and returned. (See the depositions annexed to said report.)

No. 7. *Benjamin Palfray*, after being impressed, and detained a considerable time, and making several unsuccessful attempts to escape, was drowned in the last attempt. No. 7. *Benjamin Palfray*—We have not yet obtained any certain information concerning him; we have strong reasons to believe that the *Register* account is incorrect.

No. 8. *Samuel Peabody*, taken from the brig *Sukey*, killed in the service. No. 8. *Samuel Peabody* went to sea in brig *Sukey* *without a protection*; was impressed by a British man of war; liberated on application; *was killed on board of an American vessel by a fall from mast head*.

No. 9. This number is skipped in the Register.

No. 10. *James Symonds*, impressed in Liverpool, papers sent on to Mr. Lyman, who says in his letter that he cannot be released, because the lords of the admiralty say they have legal evidence of his being an Englishman! No. 10. *James Symonds* was cast away since the embargo in the ship Commerce, belonging to Nath'l West, Esq. on the coast of Norway; *shipped* on board of an *English*

merchantman for England, where he *again* shipped on board of an *English* merchantman, because he could get higher wages than were offered him to come home in ship Exeter of this town; was impressed from said *English* vessel by an English man of war; afterwards, being found to be an *American, he was liberated*; was at home at the commencement of the war. (See the depositions annexed to the report of the committee of the house of representatives.)

No. 11. *Ephraim Very*, died of grief not long after his impressment. No. 11. *Ephraim Very*—We have not yet obtained any certain information respecting him; but we have learnt enough of him to satisfy us that the Register account is a gross misrepresentation.

No. 11. *John Whipple*, impressed from the brig Humbird, in Malta, seven years since. His father has sent out copies of his protection three several times, but he is still detained. No. 12. (in the Register marked No. 11.) *John Whipple* sailed in brig Humbird (Capt. Stuart) to the Mediterranean in 1806; there ran away from the vessel, and swore he never would come to this country again; *entered* on board of the British man of war, Trident. Whipple was on board the ship Augustus (Capt. Cheever) several times, while she lay at Malta, and *often* told Capt. C. he had *entered* on board the Trident.

No. 13, (this number as well as No. 9 is skipped in the Register.)

No. 14. *Thomas Driver*, impressed and put on board the Goliath, where, in an action with a French ship, he lost his arm, and died of the wound. No. 14. *Thomas Driver*, was second mate with Capt. Edward Allen in 1798 or 1799; was *turned ashore* at Lisbon. Capt. Allen then went a voyage to St. Petersburg, and back again to Lisbon; finding Driver there, he took pity on him, and consented to bring him home in his vessel. Driver came on board, soon after went ashore for some things of his, was very abusive to some English man-of-war's men, and they carried him on board one of their ships. His captain would not apply for his discharge. The Hon. Mr. Gray, in his deposition, annexed to the Report of the Committee of our H. of Representatives, was inclined to think that Driver afterwards *entered*.

No. 15. *John Dove*, impressed a number of years ago, and never returned. No. 15. *John Dove* was an apprentice in Marblehead; sailed from Boston 18 years ago last October for the West-Indies, being then about 16 years old; *said he never would return till he was free from his master; left the vessel* in some French island; got on board a British man of war, in what way his mother does not know; nor has she heard of him for more than 15 years. We can find no evidence of his having been impressed.

No. 16. *Israel Eaton*, impressed in England, detained three years, and got clear at Halifax since the war. No. 16. *Israel Eaton*, a Marbleheadman, was discharged from an American vessel in *England*;

going among English sailors, he *is said* to have been impressed; *has since been released*. (See Wm. Story's deposition annexed to the Report of Committee of our House of Representatives.)

No. 17. *Rufus Horton*, impressed twice, and escaped both times. No. 17. *Rufus Horton*. His grand parents, in whose family he resides when at home, inform us that *he has never been impressed*.

No. 18. *Archibald McMillan*, impressed, detained several years, and escaped. No. 18. *Archibald McMillan was a Scotchman, not naturalized*; is now on board one of our frigates.

No. 19. *Joseph Molding*, taken six years ago, still detained. No. 19. *Joseph Molding*. We are informed there is no seaman of this name from Salem.

No. 20. *George Morgan*, still detained. No. 20. *George Morgan* left Salem about 15 years ago, went to Philadelphia, where he was married—His mother received a letter from him in 1801, which is the last account she has had from him—She has never heard of his being *impressed* or even being on board a British vessel of war.

No. 21. *Thomas Smith*, in the service seven years; made an attempt to escape, but unfortunately did not succeed. For this he was whipped almost to death, having been flogged through the fleet. No. 21. *Thomas Smith* was at Jamaica in 1803 or 1804 in an American vessel, the Captain of which (to use Smith's own words) "*put me on board an English man of war commanded by Sir Peter Parker, and I have been detained till about five months ago, when I went on board of the Golden Age (Fairfield) in England; sailed to Gibraltar, got a discharge, and came home in the schr. Swan, of Boston, Capt. Lee.*" This account of himself, under his own hand, is dated June 30, 1812.

No. 22. *Robert Tatum*, impressed four years ago, and still detained. No. 22. *Robert Tatum*, a British subject.

No. 23 & 24. *Henry Tink* and *Samuel Tink*, only sons of Mrs. Tink, still detained, leaving the mother without this necessary support. No. 23. *Henry Tink*, son of Thomas Tink (not one of the "only sons of Mrs. Tink," for she has no son *Henry*) sailed in 1806 in ship *Traveller* (Ward master) to the Mediterranean, and thence to India; at Calcutta left the *Traveller*, and *entered* on board of a *British letter of marque*; went a voyage in her, and after being on board of her about 10 months, got to Calcutta; being ashore at that *British* port, he was carried on board a British sloop of war. His parents have heard nothing certain from him since.

No. 24. *Samuel Tink*, son of the widow Tink (but *not the brother of Henry*, just mentioned) 18 years ago last August went to the West-Indies, thence to Baltimore, and thence to *France*, where he shipped on

board a *French privateer*. It appears by a letter of his, dated April 9, 1800, now in our possession, that he made three *successful cruises against English vessels*; at length fell into the hands of the English, and *entered* on board an *English* man of war, where he then was. His mother has not heard from him since.

No. 25. *Thomas Thornton*, taken from the *Martha*, still detained, if alive. No. 25. *Thomas Thornton* went to the Mediterranean in the ship *Martha* of this town. (John Prince, jun. master) about the year 1801; was so very troublesome that the Captain was obliged to put him in irons. He was afterwards released from confinement, and left at Leghorn.*

* Respecting *Thornton*, we have just received some additional information, in the following letter from our former townsman John Prince, Jun. Esq. now of Boston, tending still further to expose the abominable impositions which have been practised upon the American people in regard to the subject of impressments:

" Mr. Cushing,—Understanding that the *Essex Register* of Wednesday last, containing a list of *Impressed Seamen*, molded in the name of Thomas Thornton *as taken from the Martha*: and as I commanded that ship on her voyage to the Mediterranean in 1800 and 1801, I think it proper to state to the public the case of this *Thornton*, to do away the above impression. He shipped on board the *Martha* at Salem in Feb. 1800 as *a green band*, during the passage out and while at Leghorn he broke open the chests of his messmates, and robbed them of many articles, as also money; and to punish him, he was put in irons in the fore peak for some days (*he having confessed the theft*) and was afterwards *dismissed* from the ship, to the great satisfaction of the whole crew. What became of him after I know not.

"I sailed in that ship from the year 1796 to 1801, and have since been concerned considerably in Navigation, and have never during the whole time had a man impressed by the ship of any nation whatever; and whenever my ship was boarded, I was always treated with the greatest politeness and civility.

"There are many of the crew of the *Martha* during that voyage, now respectable ship masters from Salem and Beverly, who can substantiate all the facts respecting the said Thornton.

Boston, March 27, 1818. Yours, &c., JOHN PRINCE, Jun."

No. 26. *Isaac Clark*, born in Randolph, married and lived in Salem; was detained three and a half years, wounded, whipped and abused. No. 26. *Isaac Clark*, sailed in Brig Hopewell, (Jeremiah Shepard, master) belonging to Messrs. Gardner and Fairfield, in 1807; at London he left the vessel.

(See depositions annexed to the Report of the Committee of our House of Representatives.)

It appears that *only five* of those, concerning whom we have obtained information, in this list of 25 seamen, were impressed from American vessels; two of the five were *British subjects*, and two sailed *without protections*. Now, let it be observed, that the *right of taking men from OUR merchant vessels*, is the only point in dispute between the two countries. our government has not *yet* gone so far, as to require Great-Britain to renounce the right of impressing seamen from on board *British ships*, or in *British ports*.

FROM THE SALEM GAZETTE, APRIL. 2, 1813.

In the cases of impressments in our last, one *Robert Tatum* is mentioned as a "British Subject." But the Register (as it tells us) alluded to a Mr. Tatum, who was born in this town in a house called "the French house." Now, the account we have obtained of *him* is this; that he sailed in the Brig Hopewell (Capt. Jeremiah Shepard) belonging to Messrs. Gardner and Fairfield; *that he left said vessel at London in Sept. 1808*; and was afterwards employed in the *British merchant service*. We have obtained no further certain information concerning him.

We find there was a *very good reason*, why Daniel Bacon, in his letter of Jan. 8, 1810, "*says nothing of his having been impressed*," as we stated in our last. We have since obtained the following information concerning him. Capt. Hooper, in the sch. Union, on her voyage from Cayanne to Salem, in 1810, was captured and carried to St. Pierres, Martinico, where there lay at that time a 98 gun ship, called the Queen, commanded by Admiral Cochran, and a frigate commanded by his son. It was soon discovered that Daniel Bacon was cockswain of the frigate, by his brother, who was a seaman on board of Captain Hooper's vessel. Capt. Hooper went aboard the Admiral's ship, and mentioned that *Daniel Bacon* was an American, and that his brother was on board his schooner. The admiral requested to see his brother, and upon seeing him, observed, that they resembled each other so much, that he had no doubt of their being brothers, and *offered to discharge Daniel from the ship*; but *Daniel* said he *did not wish* to be discharged, as he was *well situated* where he was, and had *voluntarily entered* the service.

It seems by this that *all* the British ships of war are not "*floating pandemoniums of the ocean*," as Gov. Gerry called them in one of his *strange* speeches to the General Court.

Rufus Horton is one of the names in the Register list of "*Impressed Seamen from Salem*," and whose case we noticed in our last. In conversation with the young man's mother, since, she informed us, (as his grand parents had done before) that her son never had been on board a British man of war; but that he had been cast away in the Pompey, Capt. Ervin, of this port, in Cadiz bay, on that side which was in possession of the *French*, and by whom he was thereupon taken and put in prison, where he was kept twenty days, with nothing but the bare bricks to down upon. She could not conceive upon what ground he should have been supposed to have been pressed into the British service.

133371 09